

S-3 Division POM Lessons Learned

The S-3 Division did a good job overall in planning the stores onload early and only had to top off before deploying. This was beneficial for all hands. The SH's could enjoy their POM leave and the ship's working parties, which were hard to compile, were kept to a minimum.

A few points of interest were:

1. If contracted work needs to be accomplished during the POM period (i.e. barbershop refurbishing, laundry equipment upgrades, etc), ensure that the contractors have all of their required items to conduct work on a daily basis. Work stoppage due to no hot-work chit, no fire watch, spaces locked, or the required parts not available will slow progress when time is critical. Also, it is recommended that no "major" rework be scheduled during this time. If there is no other choice and this type of work must be accomplished, ensure that it finished roughly two weeks prior to deploying. This will ensure a "burn-in" time, which will work out any discrepancies in the equipment while pier side and assistance is readily available.
2. It was apparent early on that the ship's liberty policy which was set forth would not work for the S-3 Division. The POM leave/work policy allowed personnel 2 days on, followed by 2 days off with one-third of the crew on leave. It was impossible to perform simple duties (i.e. process laundry, cut hair, or stock vending) on a daily basis with only 2 SH's in each duty section. With watchstanding responsibilities having precedence, there was sometimes 1 SH to ensure smooth operation of the entire division. Therefore, the division incorporated a modified 3 days on/1 day off policy. The first and second day stayed virtually unchanged, with the first day consisting of a duty day and the second a full workday. The third day was dependent on the workload for the day. If all required work was completed in the morning then the personnel working for the third day were put on liberty.
3. Due to the long lead-time for emblematics, a firm list of all required items should be made at least 5 months in advance. All items that are required should be listed by the time required for manufacture and delivery starting with the longest procurement time. This list should include items needed for the crew, the chain of command, and any embarked staff for the entire deployment. Last minute requests are hard to obtain due to the lack of time pier side to meet with and approve artwork with vendors. Then, once ordered, it is difficult to track updates, make changes, and receive shipment after leaving the pier.
4. Ensure that backup supplies are onboard for the ROM system. This was more important for us with the newly installed ROM II system onboard. NEXCOM provided duplicate hardware to provide us coverage for all possible situations. This equipment will be returned to NEXCOM upon return to home port, if not utilized.

5. Orders were placed with vendors prior to deployment for items that were not on listed on the CARGO. Items that should be considered are laundry detergent (for the crew's self- service laundry), bottled juices, and nutrition bars. Material to be received mid-cruise was set up to be delivered to Pier 4 and then transported to us via CLF shipping. Ensure that contact is maintained with the applicable vendors on status of products that they deliver to Pier 4 and the departure dates on the CLF ships.

6. Office and barber supplies were ordered and received early with only top off items needed. We established a complete list of supplies that were required 6 months prior to deployment. Supplies should be requisitioned in the months prior to deployment. Budgets are tighter as the deployment nears with a lot of last minute necessities from all departments.

Items that should be acquired, but not limited to are:

OFFICE

Paper (Copier and ROM II) 7 cases
(pens, pencils, paperclips, rubber stamps, etc.)

SHIP'S STORE

Pricing Guns 7
Pricing tape 4 cases

LAUNDRY

Hangers	16 boxes	Cheesecloth	4 rolls
Press Pads/Covers	48 each	Easy Off	40 tubes
Stain Remover "kits"	6	Bone Scrappers	8
Permanent Markers	24	Hearing Protection	10 boxes

BARBERSHOPS

Clippers	10	Finishers	10
Adjustable Clippers	10	Regular combs	30
Flat Top combs	30	Carbon Brushes	60
Barber Smocks	10	Drop Cloths	10
Bay Rum	24 ea.	Barbercide	30 cans
Clippicide	30	Kool Lube	40
Marvacide	60	Sanitation jars	10
Mirrors	6		

CASH COLLECTION

Coin wrappers (.25, .10, and .05)	6 boxes each
Currency wrappers (\$1, \$5, \$10, \$20)	2 cases each
Money Bags (assorted sizes)	10

Note: We had a good standing inventory of excess supplies from the last deployment and lots of spare parts from other clippers. We had an SH2 that was an expert at

troubleshooting and repairing clippers. This saved a lot of money on ordering new clippers. Another assets that we used were Norva Barber Supplies and NEXCOM, they rebuilt other clippers that were beyond the ship's abilities.

7. If the ship is carrying COMGRU 2 emblematics and they get transferred to the next ready deck, ensure to inform the chain of command up to the TYCOM and send a copy to NEXCOM (Mr. Mike Medley). With a large transfer of emblematic items, your percentage of onhand emblematic inventory changes. At the same time, there are requirements to increase the amounts of your own emblematic stock. Questions could arise if the all the channels are not informed of the whereabouts of squadron emblematics. Thus, the ordering process could be delayed.

8. Ensure that the vending machine representatives come groom all machines prior to deployment and supply adequate parts. The spare parts that you stock for the machines should include mechanical and electrical. If it can fail, you should have a spare. We found out that even the parts that "don't go bad", invariably do.